

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY MARCH 24, 2014, 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
COUNCIL CHAMBERS**

**D O C K E T**

1. Announcement of deferrals and withdrawals.
2. Approval of the February 24, 2014, Traffic and Parking Board meeting minutes.
3. **STAFF REPORTS AND UPDATES**

**PUBLIC HEARING:**

4. **ISSUE:** Consideration of a request to install a “No Parking Here to Corner” sign along the east side of Elbert Avenue 45 feet before the intersection with Four Mile Road.
5. **ISSUE:** Consideration of a request to remove approximately six parking spaces along a curved section of Seay Street near the Longview Apartments in order to provide safe access for emergency vehicles.
6. **ISSUE:** Consideration of a request to change the hours of School Bus Loading and Unloading signs in front of Matthew Maury Elementary School from 8:00-8:45 A.M., and 2:15-3:00 P.M., to 7:00-8:00 A.M., and 2:00-4:30 P.M.
7. **ISSUE:** Consideration of a request to install “No Through Trucks” signs on North Early Street between Braddock Road and Menokin Drive.
8. **ISSUE:** Consideration of a request to install “2 Hour Parking 8 AM to 5 PM Monday through Saturday” signs on the west side of the 800 block of N. Henry Street between Madison Street and Montgomery Street.
9. **ISSUE:** Consideration of a request to reduce parking restriction hours from 3 hours to 2 hours and extend parking restriction times from 5 P.M. until 9 P.M. on the 800 block of Wolf Street, the 300 block of S Alfred St, and the 300 block of S Columbus Street.

**NEXT TRAFFIC & PARKING BOARD PUBLIC HEARING APRIL 28, 2014**

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY FEBRUARY 24, 2014, 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
COUNCIL CHAMBERS**

**M I N U T E S**

**BOARD MEMBERS PRESENT:** Chair, Jay Johnson, Vice Chair, Larry Ruggiero, Gregory Cota, William Schuyler, Mary White, Kevin Posey and James Lewis.

**BOARD MEMBERS ABSENT:** None were absent.

**STAFF MEMBERS PRESENT:** Rich Baier, Director, Transportation and Environmental Services, Sandra Marks, Acting Deputy Director, Transportation and Environmental Services, Bob Garbacz, Division Chief, Traffic, Ravi Raut, Traffic Studies Engineer, Carrie Sanders, Bicycle and Pedestrian Program Manager, Christopher Spera, City Attorney, Hillary Poole, Complete Streets Coordinator, Kathleen Leonard, Public Information Officer and Chris Dowling, Traffic Engineer I.

1. Announcement of deferrals and withdrawals: There were no deferrals or withdrawals.
2. Approval of the January 27, 2014, Traffic and Parking Board meeting minutes: Mr. Cota made a motion, seconded by Mr. Lewis, to approve the minutes from the January 27, 2014, Traffic and Parking Board meeting. The motion carried unanimously.
3. **STAFF REPORTS AND UPDATES:** There were no reports or updates from City Staff.

**PUBLIC HEARING:**

4. **ISSUE:** Recommendation on review of the Director's decision to remove parking on King Street from West Cedar Street to Highland Place in order to install bicycle lanes and associated pedestrian and bicycle improvements.

**STAFF PRESENTATION:** City Attorney, Chris Spera updated the Board on the issues that had been petitioned to the Board after the Director's decision to move forward with the King Street Bike Lanes project, and stated that Mr. Baier's decision did not violate City Code in any way. T&ES Director, Rich Baier, presented to the Board the reasons to which his decision to move forward with the King Street Bike Lanes was made. This presentation included the overall goals of the King Street Bike Lanes, details of the proposed plan, design guidelines for road ways and bicycle lanes, modifications made to the plan to respond to safety concerns voiced through detailed public outreach, considerations of alternate solutions and why the City does not recommend them, and an overview of the extensive data collection and analysis conducted by City Staff.

Mr. Posey noted that the parking spaces being removed were the parking spaces that are not currently being utilized by the residents, while the parking spaces that are remaining are the ones being utilized by the residents. Mr. Lewis stated that he believes with such a

low number of bicyclists using the bike lanes, it will not act as a traffic control measure to reduce speed, as the City indicated. Ms. White asked if bicyclists would be allowed on the sidewalk along King Street should they be inexperienced or they do not wish to use the bike lanes. City Staff stated that this would be considered for the safety of these bicyclists who do not wish to use the bike lanes. The Assistant General Manager of DASH, stated that 10.5 foot wide travel lanes are a common occurrence in the City of Alexandria that DASH drivers travel on every day. He stated that DASH is in support of the bike lanes and believes that they will act as a traffic calming measure on King Street. Mr. Schyuler stated that the City was told by the Board in November to come back to the Board with a solution that was a compromise between City Staff, bicyclists, and the residents near this section of King Street. Mr. Baier stated that the City worked with residents and altered its original plan by leaving the parking spaces between Janney's and Highland. He also stated that the City looked at many alternate solutions, but none were in the best interest of safety.

Mr. Schyuler made a motion, seconded by Mr. Ruggiero, to recognize any comments that were made during the November meeting, and that the Board would accept them to be valid testimony to tonight's meeting as well. The motion carried unanimously.

**PUBLIC TESTIMONY:** Below is a summary of the speakers during the public testimony for the King Street Bike Lanes.

Speaker Name	Comments
Jim Durham	As the Chair of Alexandria BPAC, the speaker supported the plan stating that policies adopted by City support access to public transit, safety, mobility options, access to transit, traffic calming and that Alexandria is the most congested city in Virginia. The proposed plan creates a safer environment by providing separation between sidewalk and motor vehicle lane and a safe on street route for cyclists.
Lisa Kaplowitz	The speaker lives on King Street, and supports the plan because she is a cyclist who will not bike on King Street in its current configuration. Traffic calming and the buffer on the south sidewalk is needed for pedestrians, and biking policies in city will benefit Alexandria as a whole.
Peter Gorman	The speaker is a Representative from Coalition for Smarter Growth and is representing 1000 Alexandria members in support of the plan. He is familiar with Alexandria planning issues and supports balanced management of road to improve safety, mobility options and access to transit. He stated that the bike lanes will act as buffer, pedestrians will not feel at risk, vehicles will be more aware of cyclists and narrow travel lanes will reduce speed and improve safety.
Scott Barstow	The Speaker is the Chair of the Alexandria Environmental Policy Commission and asked the board to accept the original proposal with designated lanes all the way up King Street. The commission endorsed the compromise project plan. He asked commission members that were present to stand and seven people stood up. He cited studies that show how reduced speed will follow will traffic calming and that most accidents occur where there are no designated bike lanes.
Bruce Dwyer	The speaker is an Alexandria resident and member of the Washington Area Bicyclists Association, which has 3000 supporters in Alexandria. He supported the plan stating the need for traffic calming due to the high speeds of vehicles on King Street and need for pedestrian improvements.

Sue Gunter	The speaker lives one block south of King Street on Braxton Place. She is a cyclist and regular user of King Street. She supports the plan and stated that the bike lane will act as buffer for pedestrians on the south sidewalk and that the 2008 pedestrian and Bicycle Mobility Plan calls for buffered sidewalks along King Street.
Robert Dunn	The speaker lives just off King Street and is a regular user of the roadway. He supports the plan and stated that the present configuration is unacceptable. He questions whether the community wide good is more important than losing underutilized on street parking.
Randolph Dingwell	The speaker supported the plan stating that the public should trust the experts on the matter of safe roadway design.
Natasha Garcia Andersen	The speaker is a Taylor Run resident who chose to live in Alexandria because it is very pedestrian and bike friendly and is a member of a one car family. She and her husband support the plan.
David Kaplan	The speaker supported the plan stating that bike lanes are a must as more bicycling will follow with increased transit options and without bike lanes cyclists will continue to use sidewalk. Many metro users use sidewalk and this number will increase. Pedestrian cyclist conflicts are inevitable and improved walkability should be a common goal throughout the city.
Jerry King	The speaker is the Vice Chair for pedestrian for Alexandria BPAC. He supports the plan stating that federal policy considers it appropriate, city policy recommends it and that safety along King Street is a concern for pedestrians and bicyclists both. Getting drivers off the road is essential for the future of Alexandria.
Dan Mehaffey	The speaker supports they plan and stated that the bike lanes will remove pedestrian and bike conflicts, will encourage drivers to slow down and will provide a buffer from pedestrians.
Betsy Biffl	The speaker supports the plan and stated that safe alternate transportation will provide access to TC Williams High School, the Chinguapin Recreation Center and other transit options.
Eric Wagner	The speaker supports the plan and cited success of Commonwealth Avenue Bike lanes. He opposes sharrows.
Margaret Zalenska	The speaker supports the plan and stated that she rides bikes with a tandem group for the blind. The lanes on King Street would provide a safe route and promote more active lifestyles.
Eric Birkhauser	The speaker supports bike lanes and traffic calming. He is a cyclist who has had many close calls on King Street and supports the plan.
Anna Pecora	The speaker is a representative for Spokes, Etc. Bike Shop. She has been riding bikes in Alexandria since she was 7 years old and believes more bike lanes will provide a safer environment and will encourage people to stay and shop local.
Dan McNulty	The speaker supports the plans and does not believe sharrows are the solution for cyclists and they don't provide any benefits for pedestrians or traffic calming.
Jake Jakubek	The speaker is the Vice Chair for Cyclists for BPAC. He supports the plan and cites studies that show that 10-11 foot lanes will not decrease safety and that streets with more pedestrians and more bikes are actually safer.
Scott Binde	The speaker supports the plan and stated that multi modal transportation makes Alexandria an attractive place to live.
Angus Hendrick	The speaker supports the plan and states that it is a good compromise between the City and residents.

Elizabeth wright	The speaker is the chair of Holmes Run Park Committee and supports the plan. She is in favor of implementing Complete Streets.
Dave Levy	The speaker supports the plan and stated that taking away on-street parking from people with off-street parking is not a reason to deny this plan.
Randy Cole	The speaker supports the plan and stated that traffic demand will continue to get worse and other transit options are necessary,
Lindsey Bachman	The speaker supports the plan and stated that sharrows would not work but that she does recognize parking demand.
Tom Walczykowski	The speaker did not support the plan and stated that the core of residents in Alexandria are people who need cars. He recommended footnotes included in presentations be highlighted by staff.
John Patterson	The speaker is the Director of VeloCity co-op. He supports bike lanes, the quality of plan and providing safety and mobility for all users.
Christian Myers	The speaker is a cyclist who supports the plan and stated that this is a direct route since he would not bike on Duke Street.
Ellen Stanton	The speaker lives on King Street and opposes the proposal. She stated the safety concerns present at the King Street and Janneys Lane intersection and suggested traffic calming on King Street west of Janney's Lane. She stated that she was not concerned with the loss of parking.
A. Maitland Bottoms	The speaker is an Alexandria resident who supports the plan.
Craig Hudson	The speaker lives at Janney's Lane and King Street and does not support that plan. He stated that traffic is unsafe and adding more traffic to already busy road will be more dangerous.
Melissa McMahon	The speaker supports the plan and stated that she supports staffs analysis and believes complete streets make for a better place to live.
Kevin Palmer	The speaker did not support that plan and stated that heavy traffic, which is dangerous especially during adverse weather conditions, make the street unsafe for bike lane. He noted that only .01% of traffic on King Street is cyclists.
Kathryn Watson	The speaker did not support the plan and stated that it is dangerous going up over hill on highland on King Street and she was worried she would hit a cyclist. She responded to a question by Mr. Posey stating she would not alter her route if bike lanes were installed.
Jesi Carlson	The speaker is the President of the Taylor Run Citizens Association and stated that she supports the pedestrian safety measures in the plan but not the bike lanes. She believes there is still a compromise to be made.
Judy Miller	The speaker was speaking on behalf of Marguerite Lang, the President of the Rosemont Civic Association, and she did not support the plan. She stated that there is no alternative parking nearby for residents of King Street.
Judy Miller	The speaker did not support the plan and stated that Proposed plan will devalue properties on King Street.
Richard Johnson	The speaker lives on King Street did not support that plan and reminded the Traffic and Parking Board that there is a petition from last meeting with 87 signatures against the project.
Louise Welsh	The speaker lives on King Street and opposes the proposal. She stated concern for a plan that does not have bicycle connections at either end.

Rachel Malleck	The speaker lives at 2509 King Street and opposes the plan. She urged the board to maintain their decision, has concerns for safety and believes the City is ignoring citizen input.
Amy Lehmkuhler	The speaker recently moved to King Street and opposes the plan. She does not oppose the pedestrian improvements but does oppose bike lanes and states that the parking spaces are used for parking and as a buffer for driveway access.
Rich LaFalce	The speaker lives on King Street and opposes the plan. He shared video of bike lanes on Janneys lane and stated that cars are using bike lanes on Janneys to pass other vehicles waiting at light. He walks to metro every day and stated that pedestrian enhancements can be made without bike lanes.
Brooke Curran	The speaker lives at 2413 King Street and opposes the plan. She believes the bike lanes will be unsafe and nonprofessional cyclists will not be safe on this road. She uses the parking for charitable events, meetings benefitting charities, parties, family, etc...,
Nick Rogers	The speaker supports the plan and stated that King Street is trying to fulfill many demands with the infrastructure in place. He noted that alternate routes are lengthy and through private properties.
Darlene Johnson	The speaker lives at 2210 King Street and opposes bike lanes. She believes they will be unsafe and are unnecessary.
Peter Watkins	The speaker supports the plan and stated that he rides a cargo bike with his children. He noted things that limit bike trip such distance, slopes and perceived safety.
Jonathan Krall	The speaker supports the plan and is in favor of bike lanes toward TC Williams as well. He stated that more people would bike if they felt safer and there were more accessible bike routes.
Frank Buckley	The speaker opposes the plan and disagrees with city solicitor about legality. He believes alternative routes should be considered.
Lynn Lawerance	The speaker opposes the plan and stated that she uses parking spaces to load and unload occasionally. She asked how to handle trash and leaf collection when it is currently left in the bike lane.
David Beckmann	masonic temple route does open up common ground for this issue, 7% grade was only opposing point to this route, alternatives be explored by City,
Dino Drudi	The speaker opposes the plan and stated that the board should recommend to council the same as it did before. He believes the City did not do enough research.
Andrea Hamre	The speaker support bike lanes and noted that 10.6% of households in Alexandria have no automobile and 50% have one car in a city where the average household size is 2.2. She cited studies that show that people want separate facilities because it creates more predictable traffic patterns.
Jason Bonin	The speaker lives on King Street, walks to metro, feels safe walking up King Street and does not support the plan.
Lisa Scanlon	The speaker does not support the plan and believes that narrow lanes will make king more dangerous and replacing parking is not fair to residents.
<b>Total:</b>	<b>33 speaker supported the plan and 21 opposed the plan</b>

**BOARD ACTION:** On a motion by Mr. Ruggiero, seconded by Mr. Schuyler, the Traffic and Parking Board voted to reject the Director's decision to install bicycle lanes on King Street, for safety reasons, and to defer for 60 days to allow proponents and opponents of the plan time to develop a compromise solution. The motion carried on a vote of five to two with Mr. Schuyler, Mr. Ruggiero, Mr. Johnson, Ms. White and Mr. Lewis voting for the motion and Mr. Cota and Mr. Posey voting against the motion.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MARCH 24, 2014**

**DOCKET ITEM:**     **4**

**ISSUE:**               Consideration of a request to install a “No Parking Here to Corner” sign along the east side of Elbert Avenue 45 feet before the intersection with Four Mile Road.

**APPLICANT:**        Alexandria Police Department

**LOCATION:**           Elbert Avenue at the intersection of Four Mile Road and Elbert Avenue

**STAFF RECOMMENDATION:**

That the Board recommend to the Director of TES to install a “No Parking Here to Corner” sign at the requested location along Elbert Avenue.

**DISCUSSION:**

The Alexandria Police Department has received complaints of a safety concern along Elbert Avenue at the Four Mile Road and Elbert Avenue intersection. Currently vehicles are allowed to park in parallel parking spaces on the west side of Elbert Avenue. Vehicles can park on the east side of Elbert Avenue perpendicular to the road in a parking lot. Please see figure 4b. The parking lot ends approximately 45 feet from the intersection of Elbert Avenue and Four Mile Road where there is a stop sign for vehicles traveling northbound on Elbert Avenue. There is currently no parking restriction on this stretch of Elbert Avenue from the end of the parking lot to the intersection. Please see figure 4b.

Elbert Avenue is 28 feet wide, and should a car be parked on both the east and west side, it can be extremely difficult for both to pass. Parking is currently allowed on both sides along the rest of Elbert Avenue, but vehicles will use open parking spaces or areas in front of driveways to make room for a vehicle traveling in the other direction to pass. This maneuver is not possible when vehicles are parked on both sides of Elbert Avenue near the intersection, as there is no room for a vehicle turning onto Elbert Avenue while another vehicle is waiting at the stop sign. A situation like this causes a safety concern for vehicles and pedestrians at this intersection.

City Staff, as well as APD, recommends that a “No Parking Here to Corner” sign be installed where the parking lot ends on the east side of Elbert Avenue, 45 feet from the intersection. Please see figure 4c.



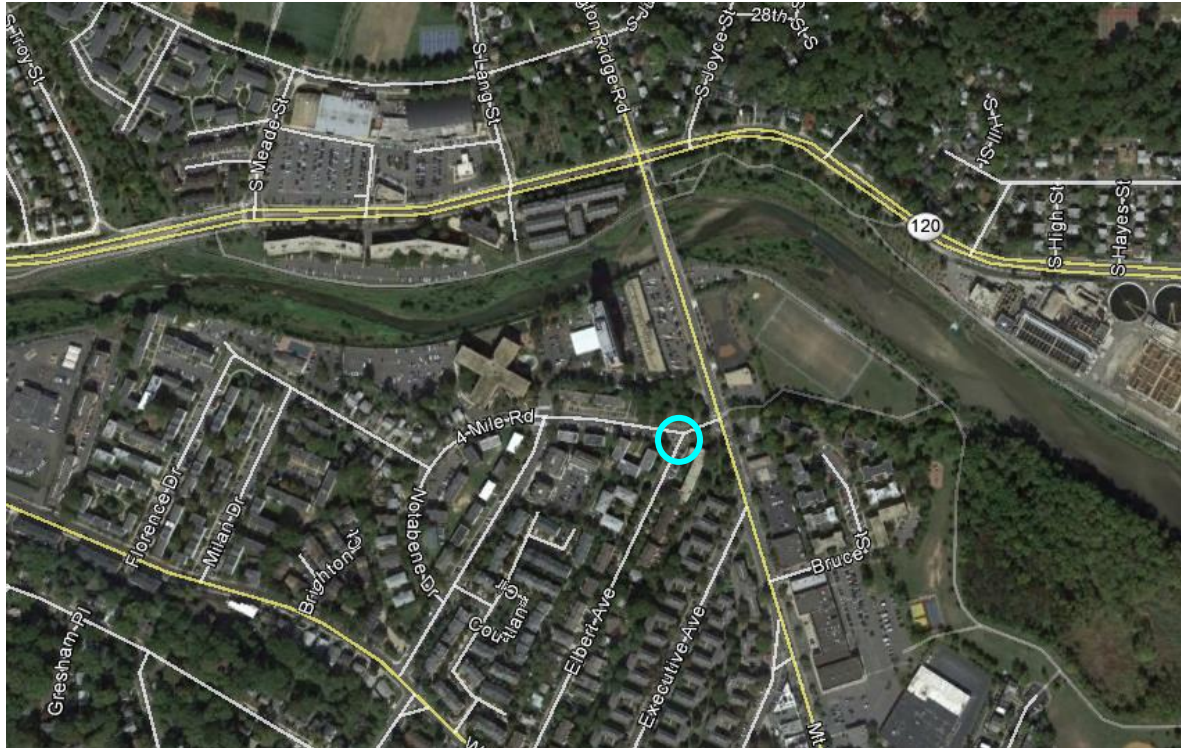


Figure 4a. Location of Elbert Ave at Four Mile Road



Figure 4b. Location of requested "No Parking Here to Corner" restriction (aerial view)



Figure 4c. Location of requested “No Parking Here to Corner” restriction (ground view)

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MARCH 24, 2014**

**DOCKET ITEM:** 5

**ISSUE:** Consideration of a request to remove approximately six parking spaces along a curved section of Seay Street near the Longview Apartments in order to provide safe access for emergency vehicles.

**APPLICANT:** Alexandria Fire Department

**LOCATION:** 2927 Seay Street

**STAFF RECOMMENDATION:**

That the Board recommend to the Director of TES to remove approximately six parking spaces along a curved section of Seay Street near the Longview Apartments in order to provide safe access for emergency vehicles.

**DISCUSSION:**

Both residents and the Alexnadria Fire Department are concered that in the event of an emergency, emergency vehicles would not be able to access homes on Nob Hill Court due to the current parking configuration along a curve on Seay Street. Please see figure 5a. Seay Street is 28 feet wide and parking is currently allowed on both sides of the street. There is a tight curve in the road leading up to Nob Hill Court that vehicles currently park on both sides of.

If vehicles were parked along this curve in the event of an emergency, it would be extremely difficult for emergency vehicles to maneuver this curve and access Nob Hill Court. Station 207 of the Alexandria Fire Department has stated that this is one of its most difficult locations to access due to this curve. The Alexandria Fire Department has made a couple visits to the location with Engine 207, and recommend the removal of parking on both sides of Seay Street along this curve in order to provide a safe access for their emergency vehicles. See Figure 5b for the location of the recommended removal of parking along the curve. Their site visits concluded that there is barely enough room to maneuver the curve with just one vehicle parked at any point along the curve, and that operationally, if any of their apparatus has to stage on or near the curve, no other Alexandria Fire Department or emergency vehicles would be able to get past.

While the Alexandria Fire Department's recommends to remove parking along both sides of the curve at the requested location, City Staff is recommending only removing parking on the north side of the curve shown in Figure 5b. Approximately six parking spaces would be lost with the Alexandria Fire Department's recommended removal of parking. There is a high demand for parking in this area, and Staff believes it would take too much parking capacity away from area. City staff reached out to the residents in the area, notifying them of the request.



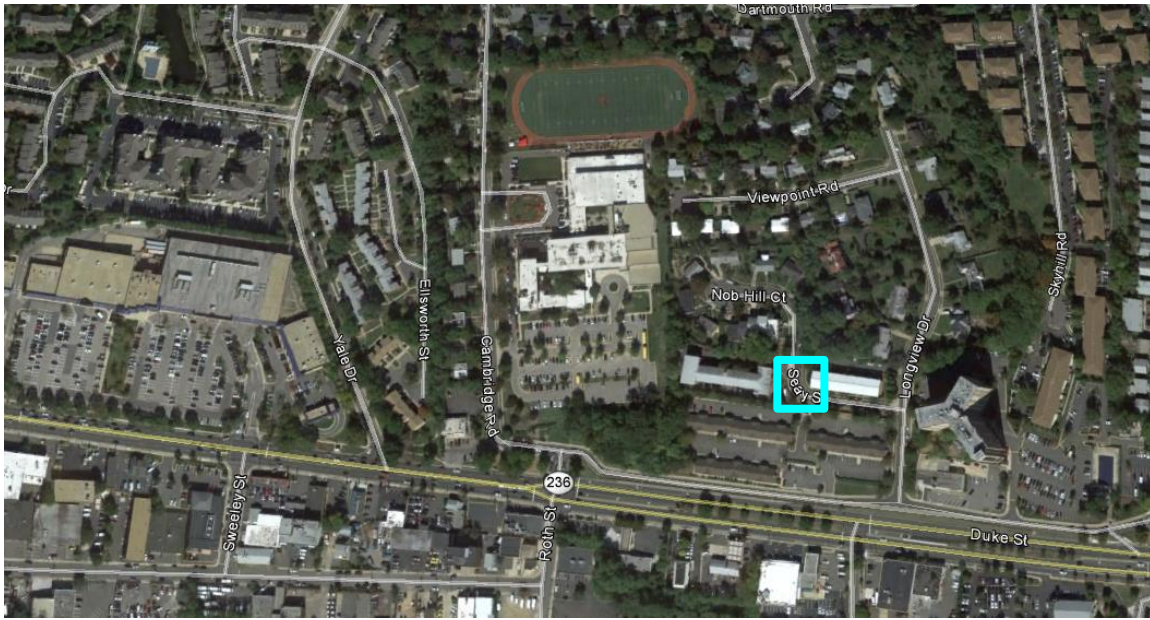


Figure 5a. Location of the curved section of Seay Street in which parking would be removed

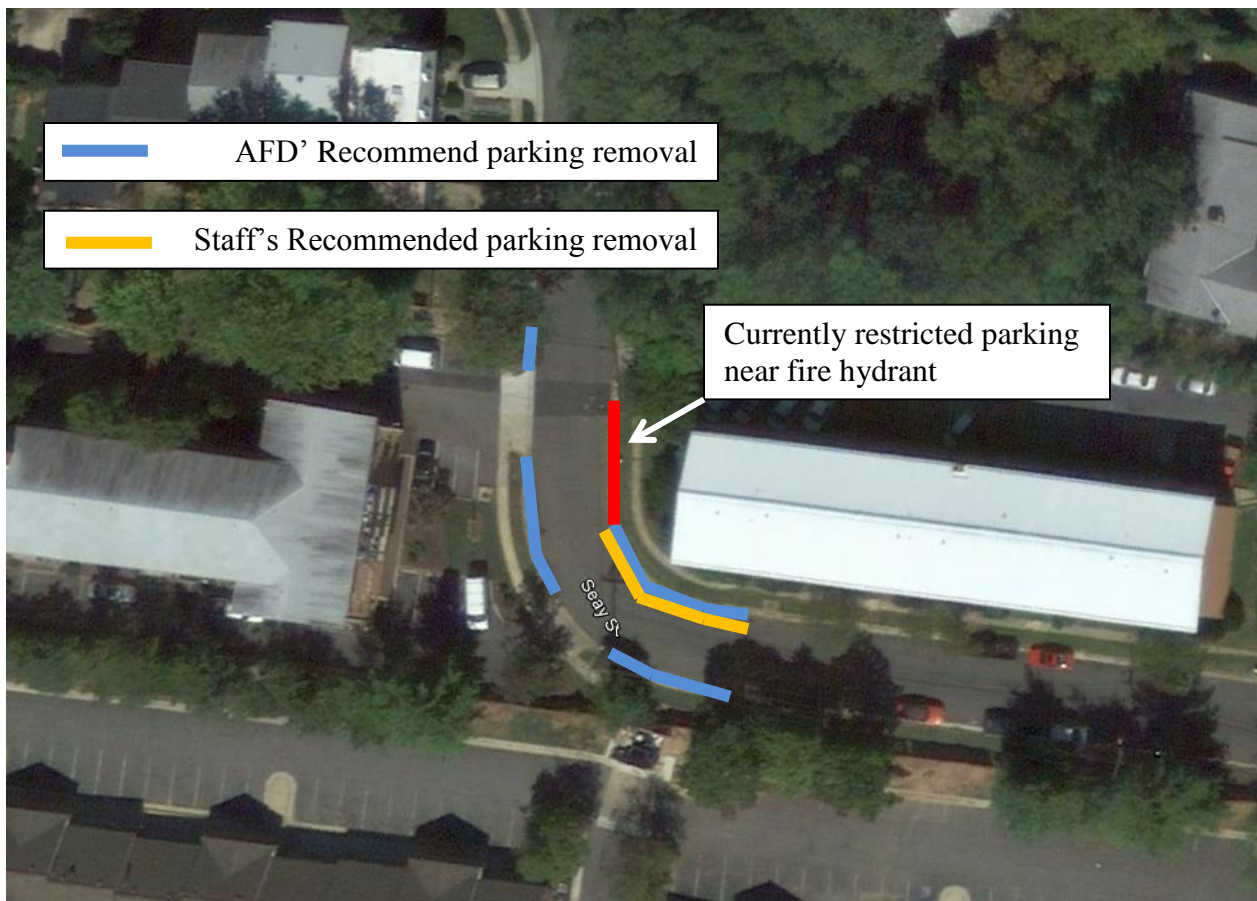


Figure 5b. location of recommended parking removal along the curve at Seay Street

**From:** Maurice Jones  
**Sent:** Tuesday, November 05, 2013 6:14 AM  
**To:** Faye Dastgheib; Bob Garbacz  
**Subject:** RE: Longview Apts - Concerned Citizen

Faye,

I visited the street again yesterday with Engine 207 and based on that visit, I am strongly recommending that parking be banned from both sides of the street starting at the storm sewer inlets on each side of the street. On the right side of the street, continue up the hill to the curb cut for the building in the picture below. On the other side of the street, continue up the street pass the second entrance to the apartment building up to the curb cut for the private driveway for the first single family home on the left.

The reasons are many but here are two:

- 1) barely enough room to get the Engine through the curve with just one car parked on the curve
- 2) operationally, if any of our apparatus has to stage on or near the curve, no other FD or other vehicles will get through.

In talking to a number of officers who have worked at Station 207, they all that was one of the most difficult locations to access.

Please contact me if you have any questions.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MARCH 24, 2014**

**DOCKET ITEM:**     **6**

**ISSUE:**               Consideration of a request to change the hours of School Bus Loading and Unloading signs in front of Matthew Maury Elementary School from 8:00-8:45 A.M., and 2:15-3:00 P.M., to 7:00-8:00 A.M., and 2:00-4:30 P.M.

**APPLICANT:**        Alexandria City Public Schools

**LOCATION:**           600 Russell Road

**STAFF RECOMMENDATION:**

That the Board recommend to the Director of TES to change the hours of the School Bus Loading and Unloading signs in front of Matthew Maury Elementary School to the requested times.

**DISCUSSION:**

All of the students at Matthew Maury Elementary School arrive and depart from the front of the school along Russell Road. Buses load and unload students in the designated no parking, school bus loading zone, and parents will park along Russell Road to pick up and drop off their children. However, the hours of the no parking, school bus loading and unloading signs do not align with the current school hours. The signs read, "No Parking, School Bus loading and unloading from 8:00-8:45 A.M., and 2:15-3:00 P.M." Because the hours on the signs do not align with current school hours, parents will occasionally park in front of the school preventing a smooth loading and unloading of students. This disrupts traffic on Russell Road and causes a safety concern for pedestrians crossing at crosswalks near the school.

Alexandria City Public Schools requests that the signs be changed to "No Parking, School Bus loading and unloading from 7:00-8:00 A.M., and 2:00-4:30 P.M." This will align with the current school hours as well as assist with school operations and after school programs. The change in hours will allow for a smoother loading and unloading period and prevent disruptions in traffic on Russell Road. City Staff recommends approving the request.



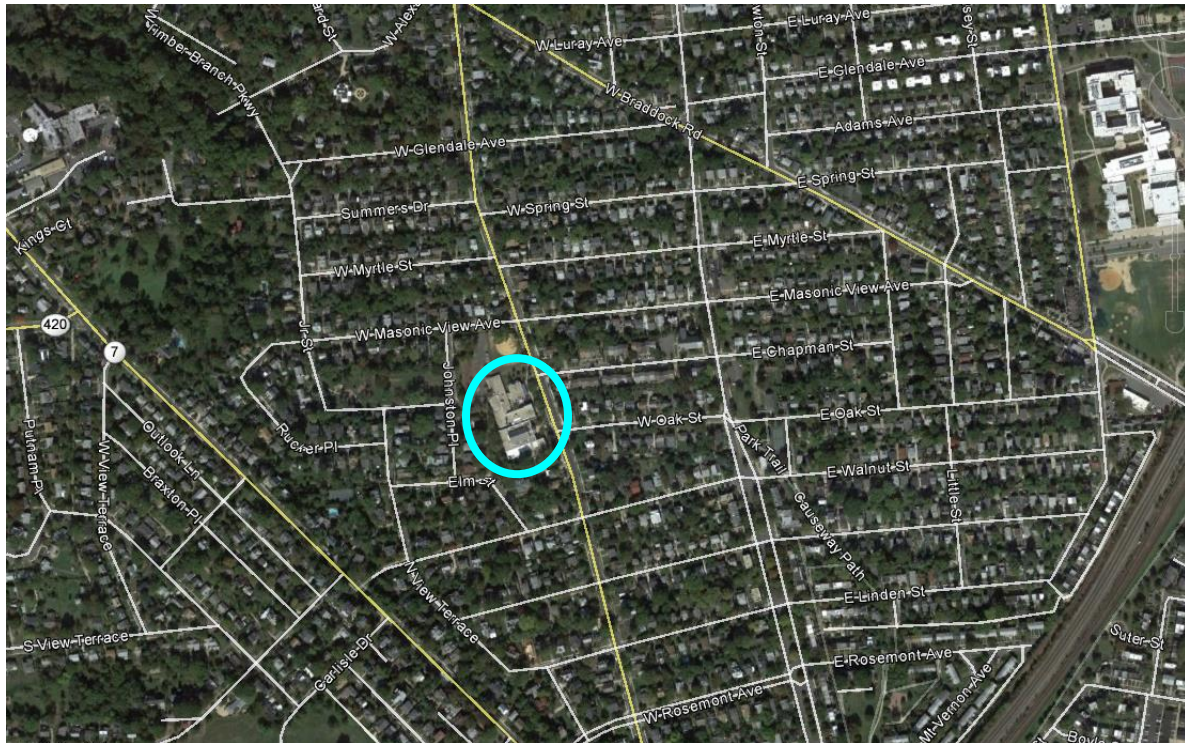


Figure 6a. Location of Matthew Maury Elementary School

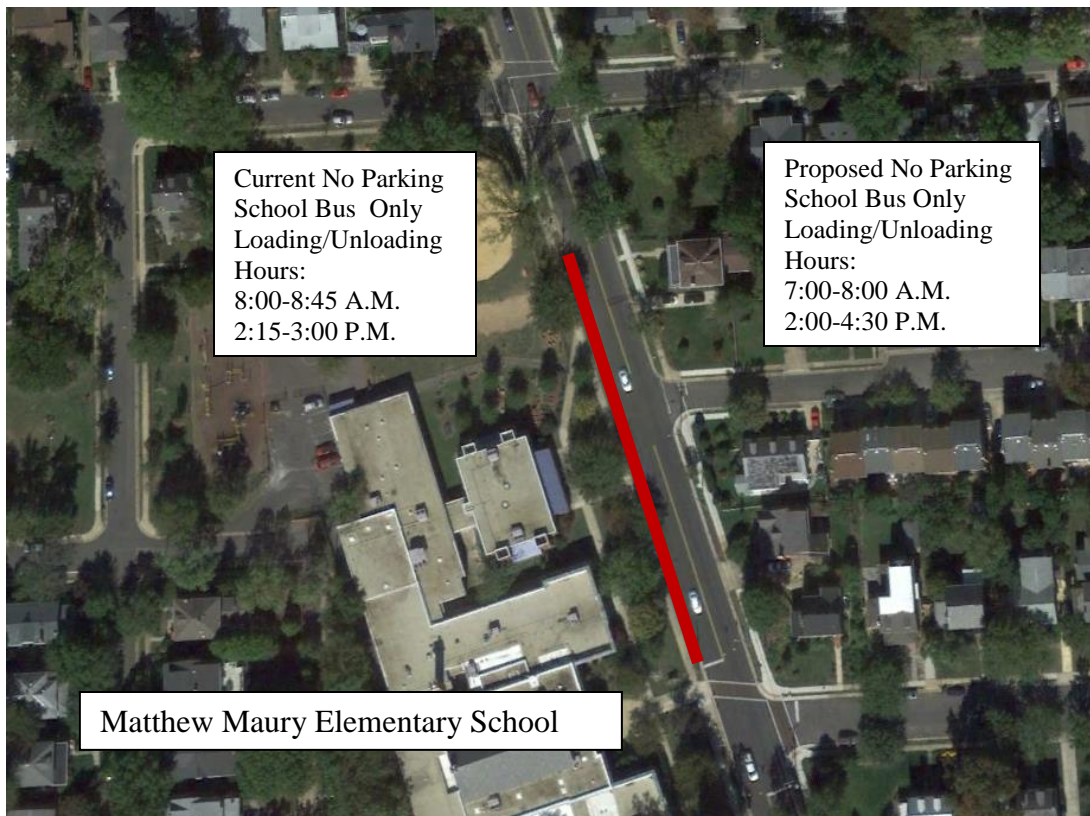


Figure 6b. Location of current Loading Zone



## Maury Elementary School

600 Russell Road • Alexandria, Virginia 22301

Telephone: (703) 706-4440 • Facsimile: (703) 683-5146 • [www.acps.k12.va.us](http://www.acps.k12.va.us)

Mr. Garbacz,

ACPS is requesting an item be considered at the March meeting of the City Parking and Traffic Board. Below is our request and background information.

Request:

Install new signage in front of Matthew Maury Elementary School, 600 Russell Road, Alexandria, VA 22301.

Background:

The current signage in front of the school does not align with current bell hours. Because of this, cars park in front of the school preventing a smooth unloading and loading of the school buses, and traffic is at a stand still and disrupts the traffic flow on Russell Road. Safety of children is our number one priority at Matthew Maury Elementary School.

Proposal:

Currently school bus loading and unloading hours are 8:00 – 8:45 AM and 2:15 – 3:00 PM. To assist with school operations and after school programs, we are proposing that signage hours change from the current time. New signage should read:

School Bus Loading and Unloading  
7:00 – 8:00 AM  
2:00 – 4:30 PM  
School Days

All students at Matthew Maury depart from the front of the school.

In advance, I thank you for your support.

Sincerely,

Lucretia M. Jackson  
Principal



**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MARCH 24, 2014**

**DOCKET ITEM:** 7

**ISSUE:** Consideration of a request to install “No Through Trucks” signs on North Early Street between Braddock Road and Menokin Drive.

**APPLICANT:** Carolyn Wallace

**LOCATION:** North Early Street between Braddock Road and Menokin Drive

**STAFF RECOMMENDATION:**

That the Board recommend to the Director of TES to install “No Through Trucks” signs on N. Early Street between Braddock Road and Menokin Drive.

**DISCUSSION:**

Many residents along N. Early Street are concerned with the current cut-through traffic on this residential street. N. Early Street runs between Braddock Road and Menokin Drive, but vehicles use it to bypass the King Street, Quaker Lane, and Braddock Road intersection. Drivers can use N. Early Street to get from King Street to Braddock Road or vice versa. N. Early Street is a residential road and is approximately 28 feet wide with parking allowed on both sides of the street. See Figure 7a.

Residents are concerned with commercial trucks using N. Early Street as a cut through on a daily basis, and request to get “No Through Trucks” signs posted to prevent them from using it as a cut through. They are also concerned with the volume of traffic and the speed of traffic. Staff looked into these concerns as well. City Staff conducted a volume study, a speed study, and a vehicle classification study.

City Code Section 10-1-1(b) states, “All definition of words and phrases contained in the state law hereby adopted shall apply to such words and phrases when used in this chapter, unless clearly indicated to the contrary.” City code has no definition of truck, so it reverts to Virginia State Code which states in 46.2-100, ““Truck” means every motor vehicle designed to transport property on its own structure independent of any other vehicle and having a registered gross weight in excess of 7,500 pounds.” A “No Through Truck” restriction will therefore prevent any vehicle in excess of 7,500 pounds transporting property from using N. Early Street as a through road, but it will not restrict buses or small delivery trucks that weigh under 7,500 pounds.

The study yielded an average daily volume of approximately 1300 vehicles on N. Early Street. Residential streets in the City carry between 250 and 2500 vehicles per day. Yale Drive between Janneys Lane and Vassar Road for example, carries approximately 1800 vehicles per day, and Fillmore Avenue between Chambliss Street and Stevens Avenue carries approximately 1300 vehicles per day. Both of these streets experience cut through traffic as well.

The speed study yielded 85% speeds of 29.4 mph, 30.4 mph, and 30.6 mph and average speeds of 24.0 mph, 24.9 mph, and 25.7 mph for a Tuesday, Wednesday and Thursday during a normal

work week. The posted speed limit is 25 mph, and the results from the speed study show that N. Early Street does not meet the criteria for traffic calming.

City Staff also investigated the accident history on N. Early Street. A total of nine incidents occurred in the past five years either on N. Early Street or near the intersections of N. Early and Braddock or N. Early and Menokin. Five of these accidents either occurred on N. Early Street or dealt with traffic turning from or onto N. Early Street. The other four occurred either on Braddock Road or Menokin Drive and did not include traffic movements on N. Early Street. See Table 7c for details of each accident.

The classification study showed six large commercial vehicles over two days that traveled either southbound or northbound on N. Early Street. It showed a large number of buses use N. Early Street. Staff observed a large number of DASH buses, but did not observe any large delivery trucks during the survey. However, the applicant has provided pictures of large commercial trucks traveling on N. Early Street.

City Staff is recommending installing “No Through Trucks” signs at either end of N. Early Street to prevent trucks from using N. Early Street as a cut through between King Street and Braddock Road.



Table 7c. Accident History: January 2009-Present

## Alexandria Police Accident Listing Report

Date Range: 1/9/2009 To 2/27/2014

Time Range: 0000 To 2400

Geography: Intersection - N EARLY ST AND MENOKIN DR

\* Other parameters may be limiting the results

Total Accidents: 4

Case#	Accident Date	Accident Time	Location	Day	Event #1
110150109	14-Nov-10	1155	MENOKIN DR & N EARLY ST	Sunday	SIDESWIPE - SAME DIRECTION
111109965	12-Mar-11	1658	MENOKIN DR & N EARLY ST	Saturday	REAR END
111132699	01-Aug-11	1658	MENOKIN DR & N EARLY ST	Monday	BACKED INTO
111136071	23-Aug-11	1249	MENOKIN DR & N EARLY ST	Tuesday	ANGLE

## Alexandria Police Accident Listing Report

Date Range: 1/9/2009 To 2/27/2014

Time Range: 0000 To 2400

Geography: Intersection - N EARLY ST AND BRADDOCK RD

\* Other parameters may be limiting the results

Total Accidents: 5

Case#	Accident Date	Accident Time	Location	Day	Event #1
109106228	13-Feb-09	0830	N EARLY ST & W BRADDOCK RD	Friday	REAR END
111135041	16-Aug-11	2130	N EARLY ST & W BRADDOCK RD	Tuesday	FIXED OBJECT IN ROAD
111145445	20-Oct-11	1442	N EARLY ST & W BRADDOCK RD	Thursday	REAR END
114100741	07-Jan-14	1010	N EARLY ST & W BRADDOCK RD	Tuesday	REAR END
114104332	03-Feb-14	2057	N EARLY ST & W BRADDOCK RD	Monday	REAR END

### N. Early St. and Menokin Dr Accidents

Case #111109965: Elderly woman ran into the back of a parked car traveling SB on N. Early St. after she claimed she lost sight of the road due to the sunlight.

### N. Early St. and Braddock Road Accidents

Case #109106228: Vehicle struck another vehicle from behind which was stopped to allow for a third vehicle to make a U-Turn.

Case #111135041: Vehicle was turning right from N. Early St onto W. Braddock and claimed that they had to run onto the median in order to avoid another vehicle recklessly driving on Braddock.

Case #111145445: Vehicle traveling SB on N. Early St. struck a parked vehicle and ran over property. Driver had illnesses that could've led to lose consciousness for brief period, and they claimed their brakes were inoperable at the time.

Case #114104332: Vehicle turning from WB Braddock onto NB N. Early sneezed and ran into a parked car along N. Early St.



**This is an official request from several concerned residents of N. Early Street to the City of Alexandria for a traffic study in order to obtain corrective measures regarding cut-through traffic on N. Early Street (between Braddock Road and Menokin Drive).**

N. Early Street was designed to be a residential (*local*) street per the Alexandria Master Plan (Small Area Plans & Citywide Chapters)-- *The 1974 Major Thoroughfare Plan classified streets into five categories: expressways, arterials, primary collectors, residential collectors and local streets.*

N. Early Street was classified as the "lowest" category regarding traffic volume and type, a *local* street (accommodating local traffic) and was not designed nor classified to have the current cut-through and commercial traffic; this traffic is creating major safety/health issues for the residents on N. Early Street (NES).

There are three main issues that need to be addressed (see page 2 for further explanation of the issues):

1. Volume of Traffic (too many vehicles for the street design/width)
2. Speed of Traffic (speeding vehicles)
3. Types of Vehicles (many commercial cut-through vehicles, including box trucks, flat-bed trucks, dump trucks, tractor-trailers, taxi-cabs, buses, vans)

## Major Safety/Health/Property Issues

- School buses and residents often encounter head-on traffic, and have to take evasive measures to avoid collision.
- Many speeders have plowed into parked cars/trees, driven up on lawns, and even overturned.
- Children living on the street are at risk while playing in their own front yards (or walking/biking on the sidewalk) due to the dangerous traffic situation. People walking down the sidewalks (from surrounding neighborhoods, many with babies in strollers or dogs on leashes, as well as NES residents) face the same danger.
- Residents (children and adults) have difficulty sleeping during "quiet hours" due to the traffic noise.
- Utility lines have been pulled down by large trucks.
- Vibration from heavy vehicles has damaged houses on NES, including causing the collapse of several ceilings.
- N. Early Street is frequently used as an overflow parking lot for local schools; this turns NES into a one-lane hazardous road.

## Background:

1. The volume of traffic has increased dramatically since the BRAC Center opened. Also, people are using NES as a cut-through to avoid the intersection at Quaker Lane/Braddock Road/King Street and the North Van Dorn/Braddock Road intersection. NES traffic volume is increasing with population and commercial growth, word-of-mouth and possibly GPS routing. With the upcoming completion of the Super-Safeway, new stores (such as Fresh Market) in Bradlee Shopping Center, more development of the BRAC/Mark Center area, and the future redevelopment of the Beauregard corridor, traffic volume will continue to increase (along with incidents).
2. Drivers speed on N. Early Street. Cars have on several occasions lost control due to speeding. This is a critical safety issue.
3. NES is used as a cut-through by many commercial vehicles, including large box trucks, delivery trucks, vans, mail trucks (UPS/Fed-Ex/USPS), dump trucks, flat-bed trucks, tractor trailers, large commercial tour buses, and taxi-cabs. Some of these vehicles pertain to local construction (in violation of haul-permits), but many are just commercial vehicles cutting down NES to avoid the primary roads they should be using.

**Immediate Action Request: We would like No Thru Truck signs as soon as possible (to stop construction vehicles and other large trucks now); then, we would like consideration of further corrective measures to be determined by the outcome of the study and resident consensus.**

**SUMMARY:** N. Early Street (a residential street, designated/designed as a *local* street) is being used as a cut-through street when there are viable collector and arterial streets that can and should be used. N. Early Street is also getting local construction traffic which has added to the problem. We believe N. Early Street will receive more and more traffic as the surrounding areas continue to grow and develop. This is an issue that needs to be addressed now, with eyes on the future.



N. Early Street is frequently used as an overflow parking lot for area events, as shown here.



Two commercial trucks using

Signed by James and Carolyn Wallace (2241); Bill Zeledon (2122); Kate Hungerford (2233); Anna Dunn (daughter) on behalf of Guillermo and Victoria Fuentes (long-time residents--2248)









**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MARCH 24, 2014**

**DOCKET ITEM:**     **8**

**ISSUE:**               Consideration of a request to install “2 Hour Parking 8 AM to 5 PM Monday through Saturday” signs on the west side of the 800 block of N. Henry Street between Madison Street and Montgomery Street.

**APPLICANT:**       City of Alexandria

**LOCATION:**          West side of the 800 block of N. Henry Street

**STAFF RECOMMENDATION:**

Staff recommends that the Board approve the request to install “2 Hour Parking 8 AM to 5 PM Monday through Saturday” signs on the west side of the 800 block of N. Henry Street.

**DISCUSSION:**

The parcel immediately to the west of the 800 block of N. Henry Street has recently been redeveloped from an industrial warehouse use to a mixed-use building (the Bel Pre Apartments) with three retail tenant spaces and some residential units on the ground floor and residential units on the upper floors. The three retail tenant spaces front along N. Henry Street. A Special Use Permit application is scheduled to be heard at the April 2014 Planning Commission and City Council public hearings for a restaurant to occupy one of the three retail tenant spaces. The remaining two retail tenant spaces are still available for lease at the present time.

Prior to the conversion to mixed use, parking was available on the west side of the 800 block of N. Henry Street with no posted hourly restrictions. During the later stages of construction, parking was typically restricted along the west side of N. Henry Street to facilitate construction activities. With completion of construction and the corresponding change in use of the site, staff has reassessed the on-street parking on the west side of the street and believes a 2 hour parking restriction from 8 AM to 5 PM Monday through Saturday is appropriate to encourage turnover of the parking spaces along N. Henry Street that will be adjacent to the retail tenant space.

The on-street parking is approximately 3 blocks from the Braddock Road metro station, which results in a higher potential of long-term commuter parking in this block. Installation of 2 hour parking restrictions would also be consistent with the hourly parking restrictions instituted at The Henry mixed use development in the 500 block of N. Henry Street. Residents of the Bel Pre Apartments are not eligible for residential permit parking permits per a condition of the Development Special Use Permit approval for the site, so a future request for residential permit parking will not be possible on this block face.

In summary, City staff is recommending installing “2 Hour Parking 8 AM to 5 PM Monday through Saturday” signs to encourage parking turnover adjacent to the retail tenants of the new Bel Pre Apartments mixed-use building. This proposed change is consistent with hourly parking restrictions at other nearby mixed use buildings such as The Henry.

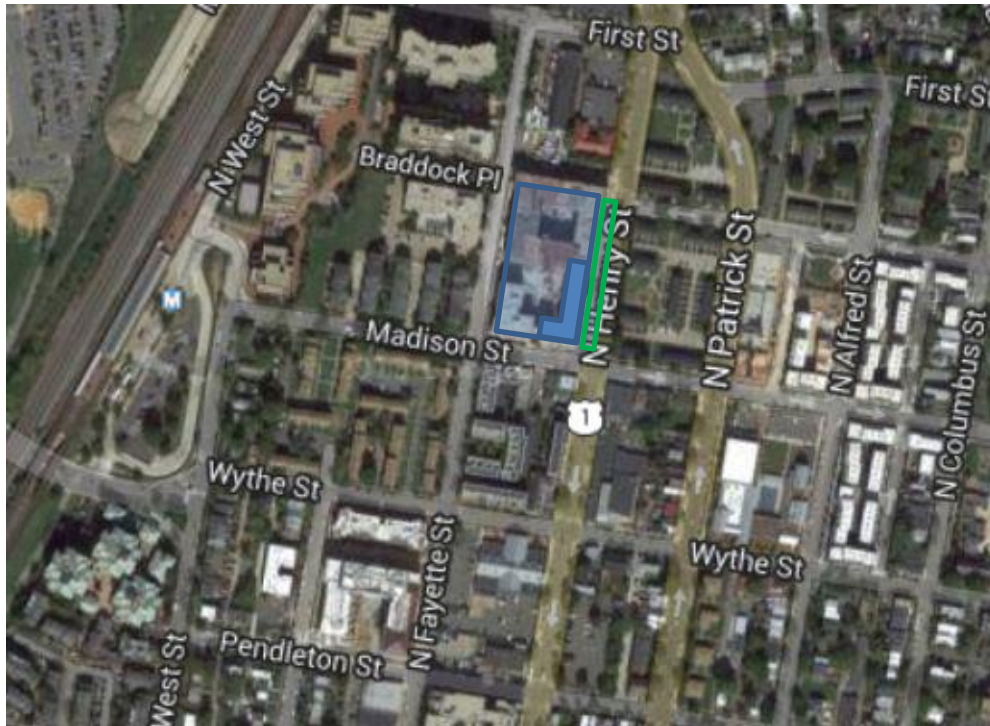


Figure 8a. Vicinity Map of Proposed 2 Hour Parking Restriction - West side 800 block N. Henry Street

Notes: The location of the proposed two hour parking restrictions are shown in green.  
The blue outline is the entire building footprint of the Bel Pre Apartments.  
The solid blue fill within the building footprint indicates the location of the retail tenant space.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MARCH 24, 2014**

**DOCKET ITEM: 9**

**ISSUE:** Consideration of a request to reduce parking restriction hours from 3 hours to 2 hours and extend parking restriction times from 5 P.M. until 9 P.M. on the 800 block of Wolf Street, the 300 block of S Alfred St, and the 300 block of S Columbus Street.

**APPLICANT:** Burgess Square Homeowner Association

**LOCATION:** 800 block of Wolfe St, 300 block of S Alfred St, 300 block of S Columbus St.

**STAFF RECOMMENDATION:**

That the Board recommend to the Director of TES to reduce parking restriction hours from 3 to 2 hours and extend parking restriction times until 9 P.M. on 800 block of Wolfe St, 800 block of Duke St, 300 block of S Alfred St, 300 block of S Columbus St.

**DISCUSSION:**

Residents of Burgess Square Homeowner Association submitted the attached petition requesting extension of parking restriction hours and reduction of non-resident parking hours from 3 to 2 hours on 800 block of Wolf St, 300 block of S Alfred St, and 300 block of S Columbus St. Currently each block face has a different parking restriction which makes it confusing for residents and visitors to park. In addition, due to the increased demand for parking in the area residents cannot find on-street spaces when returning home from work. Parking restrictions are only in effect until 5 PM allowing non-resident to remain parked on-street for longer than 3 hours after 5 PM. Therefore, residents are having difficulties finding an on-street parking in the evening.

Staff conducted a parking turnover survey in aforementioned blocks during the hours of 5 PM, 7 PM and 9 PM (see Table 9a. on the following page). Survey results indicated that at between 7 to 9 PM more than 75% of all on-street spaces are occupied and more than 25% of all parked vehicles are owned by non-residents. As a result these block faces are eligible to request for extension of parking restriction times from 5 PM to 9 PM. In order to be consistent with parking restrictions in surrounding blocks staff recommends extension of parking restriction hours to 11PM. Staff also recommends reducing parking restrictions from 3 to 2 hours so parking spaces turn over more frequently and increase the chances to find on-street parking for residents.

Table 9a. Parking Occupancy and turnover survey

Location/Time	Occupancy (%)	Non-resident Vehicles (%)	Total Number of On-street Spaces	Number of non-resident vehicles parked 2+ hours after 5 PM
800 S Alfred St (East side) 5PM	62%	71%	15	7
800 S Alfred St (East side) 7PM	100%	80%		
800 S Alfred St (East side) 9PM	81%	73%		
800 block of Wolf St (North side) 5PM	62%	13%	13	4
800 block of Wolf St (North side) 7PM	100%	38%		
800 block of Wolf St (North side) 9PM	81%	22%		
300 S Columbus (West side) 5PM	63%	33%	16	5
300 S Columbus (West side) 7PM	88%	36%		
300 S Columbus (West side) 9PM	70%	20%		

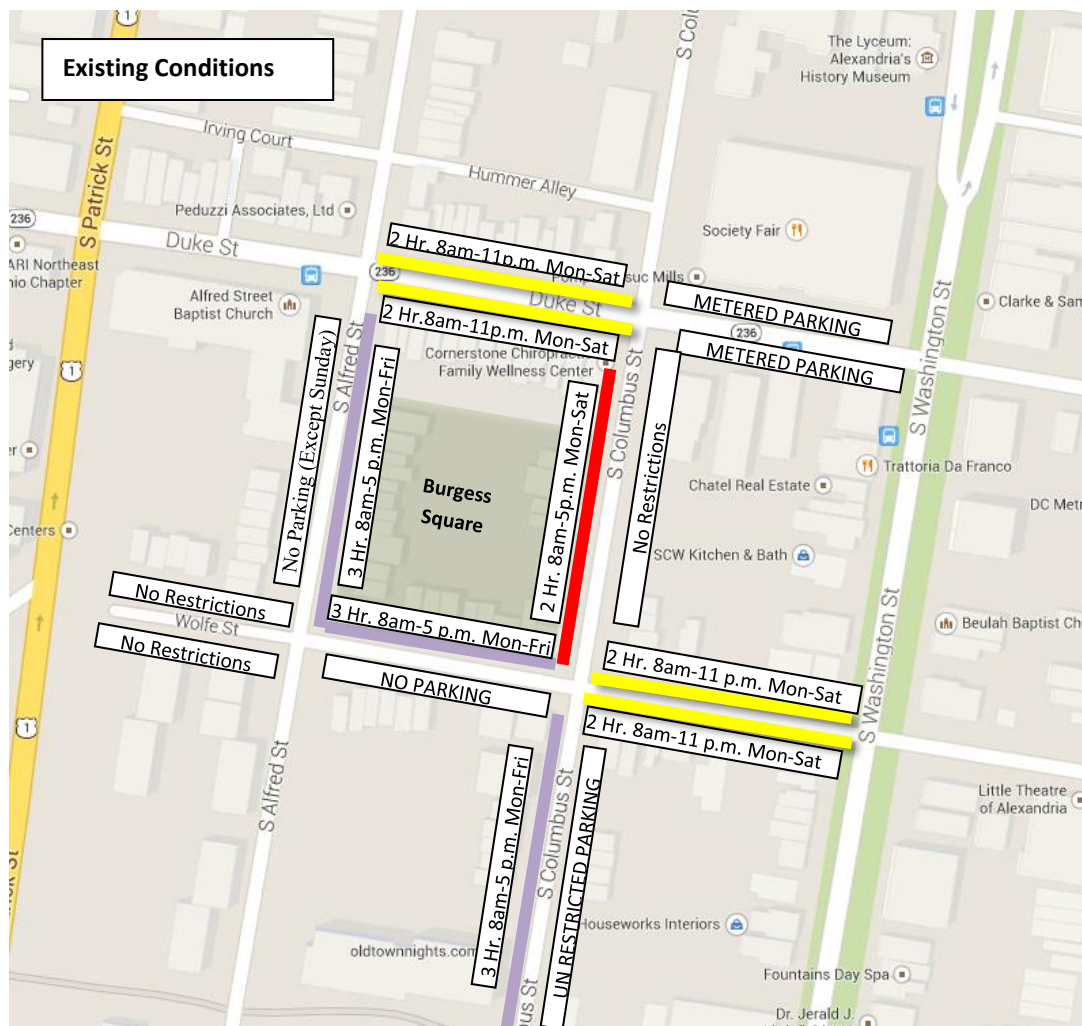


Figure 9b. Existing parking restrictions

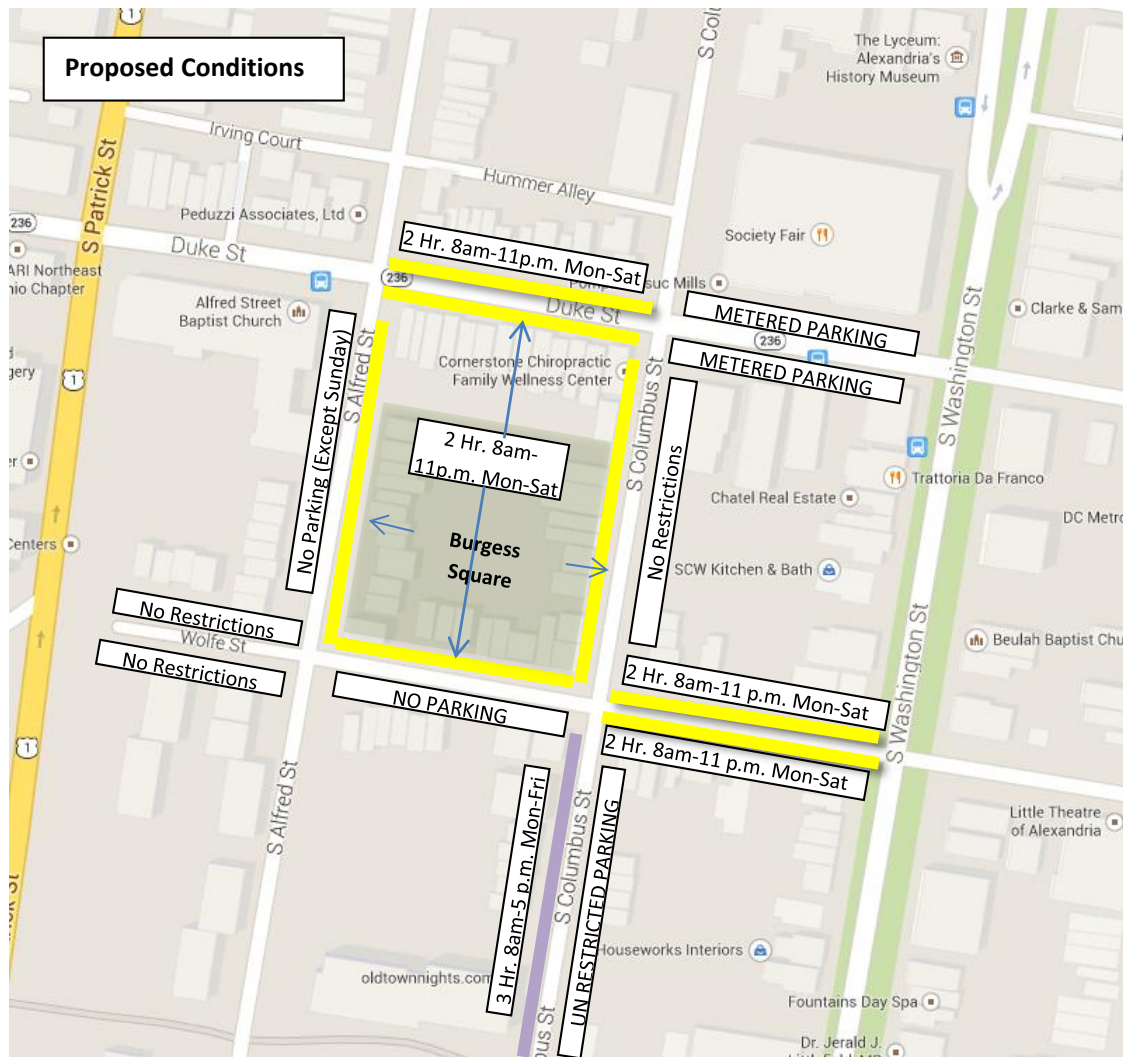


Figure 9c. Proposed parking restrictions

The undersigned hereby petition the City Council as specified above:

1.	Name: MARIE AYCOCK	I agree with proposals:
	Address: 821 WOLFE	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 5
2.	Name: ANDY TAYLOR	I agree with proposals:
	Address: 821 WOLFE	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 1
2.	Name: JANELA ZIRON	I agree with proposals:
	Address: 803 WOLFE ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 3
2.	Name: JAKE CALVIN	I agree with proposals:
	Address: 803 WOLFE ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 2
3.	Name: [Signature]	I agree with proposals:
	Address: 803 WOLFE ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: -
4.	Name: [Signature]	I agree with proposals:
	Address: 803 WOLFE ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 1
3.	Name: Dennis Bradshaw	I agree with proposals:
	Address: 803 WOLFE	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 2
5.	Name: Joe Davis	I agree with proposals:
	Address: 801 Wolfe	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 1
6.	Name: VILIA KRUMHOLTZ	I agree with proposals:
	Address: 819 WOLFE ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 3
6.	Name: WILLIAM L. KRUMHOLTZ	I agree with proposals:
	Address: 819 WOLFE ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: -

The undersigned hereby petition the City Council as specified above:

1	Name: MARIE AMICO	I agree with proposals:
	Address: 521 WOLFE	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 5
1	Name: ANDY TAYLOR	I agree with proposals:
	Address: 521 WOLFE	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 1
2	Name: PAMELA ZURON	I agree with proposals:
	Address: 803 WOLFE ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 2
2	Name: JAKE COLLINS	I agree with proposals:
	Address: 803 WOLFE ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 2
3	Name: MICHAEL BRESNAHAN	I agree with proposals:
	Address: 243 WOLFE ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: -
4	Name: JOE CLARY	I agree with proposals:
	Address: 803 WOLFE ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 1
3	Name: DAWN BRADSHAW	I agree with proposals:
	Address: 803 WOLFE	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 2
5	Name: JOE DAVIS	I agree with proposals:
	Address: 801 WOLFE	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 1
6	Name: JULIA KRUMHOLTZ	I agree with proposals:
	Address: 819 WOLFE ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: 3
6	Name: WILLIAM L. KUNZELMAN	I agree with proposals:
	Address: 819 WOLFE ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
	Signature: [Signature]	Number of parking permits: -

The undersigned hereby petition the City Council as specified above:

1.

Name: PAULA J. CAMPBELL	I agree with proposals:		
Address: 315 S. COLUMBUS	1 <input checked="" type="checkbox"/>	2 <input checked="" type="checkbox"/>	3 <input checked="" type="checkbox"/>
Signature: Paula Campbell	Number of parking permits: 1		

2.

Name: Mary T. Nokes	I agree with proposals:		
Address: 318 S. Alfred St.	1 <input checked="" type="checkbox"/>	2 <input checked="" type="checkbox"/>	3 <input checked="" type="checkbox"/>
Signature: Mary T. Nokes	Number of parking permits: 1		

3.

Name: NINA WRIGHT	I agree with proposals:		
Address: 311 S. Columbus St	1 <input checked="" type="checkbox"/>	2 <input checked="" type="checkbox"/>	3 <input checked="" type="checkbox"/>
Signature: Nina Wright	Number of parking permits: 2		

4.

Name: JOEL L. BASKIN	I agree with proposals:		
Address: 826 DUKE ST	1 <input checked="" type="checkbox"/>	2 <input checked="" type="checkbox"/>	3 <input checked="" type="checkbox"/>
Signature: Joel Baskin	Number of parking permits: 2		

5.

Name: AL & JILL WHITE	I agree with proposals:		
Address: 825 DUKE ST.	1 <input checked="" type="checkbox"/>	2 <input checked="" type="checkbox"/>	3 <input checked="" type="checkbox"/>
Signature: Al & Jill White	Number of parking permits: 1		

6.

Name: Albert C. Pierce	I agree with proposals:		
Address: 320 S. Alfred St.	1 <input checked="" type="checkbox"/>	2 <input checked="" type="checkbox"/>	3 <input checked="" type="checkbox"/>
Signature: Albert C. Pierce	Number of parking permits: 2		

7.

Name: MELISSA MAILAND	I agree with proposals:		
Address: 308 S. Alfred St	1 <input checked="" type="checkbox"/>	2 <input checked="" type="checkbox"/>	3 <input checked="" type="checkbox"/>
Signature: M. Mailand	Number of parking permits: 2		

8.

Name: Robert H. Creason	I agree with proposals:		
Address: 326 S. Alfred St	1 <input checked="" type="checkbox"/>	2 <input checked="" type="checkbox"/>	3 <input checked="" type="checkbox"/>
Signature: Robert H. Creason	Number of parking permits: 2		

9.

Name: BOB CREASON	I agree with proposals:		
Address: 326 S. ALFRED ST.	1 <input checked="" type="checkbox"/>	2 <input checked="" type="checkbox"/>	3 <input checked="" type="checkbox"/>
Signature: Bob Creason	Number of parking permits: 2		

10.

Name:	I agree with proposals:		
Address:	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>
Signature:	Number of parking permits:		



The undersigned hereby petition the City Council as specified above:

1.	
Name: Marcia Farnstein	I agree with proposals:
Address: 808 Duke St.	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
Signature: Marcia Farnstein	Number of parking permits: 1
2.	
Name: Katie Atiker	I agree with proposals:
Address: 812 Duke	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/> 2
Signature: Katie Atiker	Number of parking permits: 2
3.	

The undersigned hereby petition the City Council as specified above:

1.	
Name: Terri Snyder	I agree with proposals:
Address: 309 S. COLUMBUS ST	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/>
Signature: Terri Snyder	Number of parking permits: 1
2.	
Name: Judith Lisy	I agree with proposals:
Address: 313 S Columbus St.	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/>
Signature: (Alexandra) Judith Lisy	Number of parking permits:
3.	
Name:	I agree with proposals:
Address:	1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/>
Signature:	Number of parking permits:

The undersigned hereby petition the City Council as specified above:

1.	
Name: James Burke	I agree with proposals:
Address: 314 1/2 S Alfred St	1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/>
Signature: James Burke	Number of parking permits: 2
2.	
Name: Adam Eckard	I agree with proposals:
Address: 327 S. Alfred	1 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
Signature: Adam Eckard	Number of parking permits: 1
3.	
Name:	I agree with proposals:

**The undersigned hereby petition the City Council as specified above:**

1.

Name: Charles French	I agree with proposals:
Address: 330 S Alfred St	1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/>
Signature: Charles French	Number of parking permits: 2

2.

Name: Jason Mochel	I agree with proposals:
Address: 324 S 16th St	1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/>
Signature: Jason Mochel	Number of parking permits: 0

3.

Name:	I agree with proposals:
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